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THE FAVOURITE BEER
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T. Case of 12 Doz. \$10
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BRANDIES HAVE A WORLD-
WIDE REPUTATION.
Per Doz. \$28
V.S.O.P. 31
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No. 14,058 號捌十伍零千肆萬壹第 日捌拾月叁年玖十二緒光 HONGKONG, WEDNESDAY, APRIL 15TH, 1903 叁拜禮 號伍十月肆年叁零百九千壹英港香 PRICE, \$3 PER MONTH

STONE GINGER BEER
FIRST BREWED IN THE COLONY
BY US IN THE YEAR
1864
OUR GINGER BEER TO-DAY IS
THE BEST.
A. S. WATSON & CO. LIMITED.
ESTABLISHED 1841.
CUTLER, PALMER & CO.'S
PRICES \$11.75 PER DOZEN
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"SPECIAL BLEND" WHISKY
Blend of Selected
Distillations of the
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WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
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9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 10 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
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8.45 p.m. & 9 p.m. 8.45 to 11.15 p.m., very 1 hour.
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11.00 a.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
NIGHT CARS on Week Days
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1902.

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CYCLE
EMPORIUM.**
THE pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
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and we supply Fittings of every description.
Bargains can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Enamelling a Speciality.
MCKIRDY & CO.
43 & 45A, QUEEN'S ROAD, EAST.
Hongkong, 4th April, 1901.

**MACLAREN'S IMPERIAL
CANADIAN CHEESE,**
IN JARS (MEDIUM and SMALL).
Wholesale and Retail from
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PORTLAND CEMENT.
In Casks of 37½ lbs. net \$5.50 per Cask ex Factory.
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PRICE OF 12-BORE CARTRIDGES—
Loaded with Powder only. 1 oz. of Shot.
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Apply to—
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WITH ALL REQUISITES.
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QUITE INEFFECTUAL for destroying the worst organisms that water
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THE AQUARIUS COMPANY use PURE DISTILLED WATER
ONLY in the manufacture of ALL their TABLE WATERS.
CALDBECK, MACGREGOR & CO.
AGENTS,
AQUARIUS COMPANY.
Hongkong, 13th April, 1903.

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SHIRTS.
WHITE, PRINT, ZEPHYR, AND MAIT SHIRTS.
SMART DESIGNS. STYLISH FINISH.
CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,
\$25 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
IMPERIAL BRANDY
\$12.50 PER CASE.
**THE ELITE OF WHISKY—
THE "PALL MALL,"**
\$22 PER DOZ.
11 Years old the finest quality shipped.
Each bottle bears an Analyst's certificate.
**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**
\$11.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE
AGENTS—**SIEMSEN & CO., HONGKONG.**
C. P. & Co.'s INVALIDS' PORT
\$22 PER DOZ.
This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal.
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\$15.75 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY,
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A natural and most pleasant wine to the taste.
**BENEDICTINE LIQUEUR—
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\$43.75 PER DOZ. QUARTS.
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A natural and most pleasant wine to the taste.

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BY THE FOLLOWING LEADING MANUFACTURERS:
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STEINWAY, DORNER, AND CHALLENGE.**
CAN ONLY BE OBTAINED FROM
LANE, CRAWFORD & CO.
THEIR SOLE AGENTS IN HONGKONG.
N.B.—In consequence of the NUMEROUS FRAUDS practiced on the Public by makers
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COLLARD & COLLARD upon them, the latter have adopted the precaution of supplying
with each Piano a CERTIFICATE of AUTHENTICITY signed by their firm, and it is
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KODAKS, FILMS, PAPERS.
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GOOD WORK. PROMPT RETURN.
THE CHEAPEST AND MOST UP-TO-DATE STORE IN CHINA.

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17A, QUEEN'S ROAD CENTRAL.
FEW DOORS EAST OF HONGKONG HOTEL
Hongkong, 1st April, 1903.

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A SALE WHICH HAS BEEN INCREASING WEEKLY SINCE FIRST
INTRODUCED INTO THIS COLONY POINTS TO BUT ONE THING. IT
MUST NEEDS BE GOOD TO WITHSTAND THE IMMENSE PRESSURE OF
UPRISING COMPETITION AND YET DEFY COMPARISON. SMALL
MARVEL, THEREFORE, THAT WITH THE FLIGHT OF WEEKS
**WATKINS' CROWN BRAND
STONE GINGER BEER**
HAS BECOME KNOWN AS THE FAVOURITE BEVERAGE OF THIS COLONY
WATKINS, LD., HONGKONG.

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NEERST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
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Burnell; New Edition, Edited by
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ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND
KOWLOON.
INCANDESCENT LAMPS, ARC LAMPS AND
NERNST LAMPS SUPPLIED.
ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
Apply to—
THE MANAGER OF WORKS AT HUNGHOM:
OR
SHEWAN, TOMES & CO., General Managers.
HONGKONG JOCKEY CLUB.
FOR SALE.
ONE NEW EDISON (LATEST No. 71)
OSCILLATING MIMOGRAPH,
with ACCESSORIES.
Apply to—
THE ROBINSON PIANO CO. LD.
Hongkong, 4th February, 1903.

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SHAMEN, CANTON.
BRITISH CONCESSION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901.
**THE HALF-YEARLY GENERAL
MEETING** of the Members of the
above Club will be held in the CITY HALL,
TO-DAY (WEDNESDAY), the 15th APRIL,
at 5 o'clock P.M.
By Order,
J. GBANT,
Secretary.
Hongkong, 15th April, 1903.
LESSONS IN FRENCH.
NEW and easy method of learning French
in a few months, mainly by conversation
with a Frenchman. Terms very moderate.
Also Lessons in English by an English Lady.
B. R.
Care of Office of this Paper.
Hongkong, 23rd February, 1901.

HONGKONG HOTEL
A First Class Hotel in every respect.
Elegantly Furnished Reading, Drawing
Room, and Smoking Rooms.
Private Bar and Billiard Rooms for Hotel
residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel.
Wines cooled by Hotel refrigerating
machinery.
Hotel Linen washed on the premises by
machinery.
Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency
Exits on every floor.
CHARGES MODERATE.
H. HAYNES,
Manager.

**THE
PEAK HOTEL.**
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET.

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th October, 1902.

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL. Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902.

HOTEL CRAIGIEBURN.
PUNNETT'S GAP, THE PEAK, near the
Tram Terminus.
Tel. 58.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900.

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO
HAS been re-opened under European
management, and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Heungshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER.

HOTEL INTERNACIONAL.
THE MOST COMFORTABLE HOTEL
in Macao. Beautifully situated in Praya
Grande next to Government House.
Telegraphic Address—"Internacional."
Apply to—
THE MANAGER
Hongkong, 4th October, 1902.

HING KEE HOTEL.
(ESTABLISHED 1875)
MACAO.
THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor
Telegraphic address "HINGKEE"

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LIMITED.

AERATED WATER
MANUFACTURERS.

ESTABLISHED A.D. 1841.

AERATED
WATERS.

THE WATER used is THE PUREST that can be obtained, and is skillfully FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used.

GUARANTEEING ABSOLUTE PURITY.

ENGLISH EXPERTS

Manage our Factories, and their technical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

CHEMISTS AND DRUGGISTS BY APPOINTMENT TO H.E. THE GOVERNOR AND HOUSEHOLD.

BIRTH.

On the 31st March, at 41, Consular Road, Tientsin, the wife of J. COVEN, of a son.

MARRIAGES.

On the 14th April, at St. John's Cathedral, by the Rev. F. T. Johnson, M.A., ERNEST GRANVILLE, only son of the late EDWARD JOHNSON, Esq., of Kent, England, to EILEEN MARY MARY, eldest daughter of H. T. HUNTER, Esq., of Melbourne. Sydney and Melbourne papers please copy.

DEATH.

On the 4th April, at Oakley Road, Singapore, Capt. JOHANN TETTER, aged 73 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, U.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 15th April, 1933.

THE petition sent in from the residents to His Excellency the GOVERNOR for transmission to the Right Hon. the Secretary of State for the Colonies in reference to the removal of the Admiralty Dock from its selected site will, we hope, receive the attention it deserves. This is not the first effort that has been made to obtain for the city of Victoria the necessary permission for its expansion eastward. The interposition of the Naval and Military buildings and cantonments in the heart of the city was a great original, though not unnatural, mistake, but the appropriation of the sea face of those extensive concessions to an exclusive use of these departments was a still graver error. It had the immediate effect of dividing the city into two portions, with which there was no connection except by the narrow and crowded thoroughfare of Queen's Road. The immediate effect of this separation of the two extremities of the city was to crowd up buildings in the western half, and in consequence the districts of Tai Ping Shan and Sai Ying Poon have been most unduly packed by Chinese tenement houses wherever a foot of space could be found. Thus by process of conversion, as space became more and more valuable, European compounds and gardens, corner lots, and even steep wooded banks that were at one time regarded as waste and impracticable, have been converted into a mass of bricks and mortar, ill ventilated, badly drained, and densely tenanted. It was not until the pressure had become so great and rents had risen to an excessive figure that some of the tide of life swept eastward, so thoroughly cut off from the haunts of business had Wanchai and Bowington appeared to the Chinese. Even at the present time the idea is still prevalent in the conservative native mind

that the eastern district is remote and sundered from the busy quarter of the town, and this will undoubtedly linger with the Chinese unless and until the Praya be made continuous, and the city converted into a whole instead of being cut sharply into divisions.

The fact that an engineering difficulty in the construction of the projected dock in the Naval Yard had developed gave to the residents an opportunity for one last protest against the formation of what cannot prove otherwise than an obstruction and a nuisance in that position in the city of Victoria. Some two years ago Sir PAUL CHATER formulated a scheme for transferring the Naval Yard bodily to the opposite side of the harbour and placing it between Kowloon and Tsimshatsui. That would have given the Naval Authorities an area of 122 acres, with a tidal basin of 22 acres and ample room for three graving docks, besides a large area for workshops, store-sheds, coal godowns, offices, &c. The Admiralty decided, however, that it was necessary to have a dock and yard on this shore, and proceeded with the reclamation determined upon, and a large sum of money has already been expended on the works. This need not, however, be lost, as the reclamation can be utilised and the outlay made good by the Colony if the suggestions of the Dock Removal Committee are carried out. The Committee now propose that the dock should be moved to one of two good sites on the north shore of the island of Hong Kong, and that the Colony should reimburse the Admiralty all the money so far expended. They also pray, in their petition, that a Royal Commission be appointed on which all the interests concerned be represented to consider the question and report on the advisability or otherwise of removing the dock to another site. The reasonableness of this request will, we hope, be recognised by the Imperial Government, though they may not perhaps altogether relish the delay that will be necessitated if a Commission be appointed. They may also possibly object that there will not be sufficient accommodation for the docking of the larger vessels of His Majesty's Fleet in the Colony; but on this point it should be easy to reassure them, for not only is there the fine Admiralty Dock at Hung Hom always available for the purpose, but in a few years there will be another at Quarry Bay which will be capable of accommodating the largest vessel in the British Navy. This fact is not dealt with in the petition, either because the Committee were shy of stating obvious facts or feared the accusation of attempting to touch the Admiralty's business. We are restrained by neither of these considerations, and mention the facts because though fairly patent they might yet be overlooked. It is never any good taking things for granted, or imagining that what is known to ourselves is also and of course matter of notoriety to outsiders. In fact, it may be laid down as a cardinal maxim, in dealing with the good folks at home—whether official or non-official—that the majority of them are very badly informed or, if not unpardonably ignorant, then pardonably forgetful. And therefore we boldly venture to remind the Lords of the Admiralty that, even though they should not build a dock here at all, they might still depend upon getting excellent and ample docking facilities in the Colony.

THE strikes on the railways in Holland have called for legislative action on the part of the Dutch Government, and, as REUTER has informed us, both Chambers have passed an anti-strike Bill by large majorities. The Bill declares strikes to be illegal. It should be pointed out that the preamble of the Bill contains a clause to the effect that "an act of interference with personal liberty may be justifiable, but it may also be illegal and arbitrary." The effect of this clause is to render the application of the measure optional, and thus its advocates have maintained that there is no attempt to prevent liberty of action in regard to strikes so long as such action is kept within proper limits. As regards railway servants and other public employees, only those who are guilty of "illegal negligence" would come under its operation. Any wilful attempt to coerce by fear or otherwise any workman in respect of his contract entails a penalty of a maximum term of three months' imprisonment and a fine of 100 florins. Public servants are made liable to six months' imprisonment and a fine of 300 florins for wilful neglect or refusal to perform the duties allotted to them, and when the acts in question emanate from a collective body of public servants with a view to conspiracy against the State, the term of imprisonment may be increased to four years. The same punishment is provided for the instigators of such conspiracy. The Bill has met with strong opposition in the country, and its passage in the Second Chamber by any considerable majority was not expected.

The newly-formed Golf Club at Kobo has already a membership of 95.

Dr. Knappe, the German Consul-General at Shanghai, is proceeding home on furlough.

Messrs. Kelly and Walsh exhibit in their windows in Queen's Road two pretty oil-paintings by a local artist, Mr. F. Reimers.

General de Woguck has been recalled by cable from Tientsin to St. Petersburg to assume a position in the Asiatic Department in the Capital.

To-morrow the new Pacific Mail liner *Siberia* will be thrown open for public inspection from two till five o'clock. Launches will leave Blake Pier every fifteen minutes.

The visitors to the City Hall Library and Museum for the week ended 11th April were 252 non-Chinese and 70 Chinese to the former, and 49 non-Chinese and 2,382 Chinese to the latter institution.

The German authorities at Kiochan Bay have arranged with the Osaka Shosen Kaisha for a monthly service of steamers from Kobo to Kiochan, via Moji and Nagasaki. It is stated that the German Government will pay a subsidy of 10,000 yen a year for the service.

It is persistently rumoured in Manila that Governor Taft, who has been in an indifferent state of health for some time past, will soon return to the United States to be succeeded in the gubernatorial chair by either General Wright or General Wood.

The report of the Yangtze Insurance Association, Ltd., recommends a dividend of 20 per cent. This will absorb \$96,000; a sum of \$20,233 is recommended to be transferred to the reserve fund, which will leave a balance of \$51,865 to be carried forward.

Captain Trolle has resigned the command of the Royal Siamese yacht *Mahachakri*, which recently passed through Hongkong; and the captaincy has for the first time been taken over by a Siamese. Captain Trolle goes home to take a higher rank in the Danish Navy.

Yesterday morning at St. John's Cathedral, the marriage of Mr. E. G. Jordan, of Maidstone, Kent, England, to Miss E. M. M. Channutt, eldest daughter of Mr. H. T. Channutt, of Melbourne, was celebrated, the service being choral. The Rev. F. T. Johnson, M.A., officiated, and Mr. A. G. Ward was at the organ.

Last month there were sixteen Europeans and double that number of natives under treatment at the Hanoi Hospital for rabies. Six Artillery officers succumbed to the disease. It appears that the disease was communicated to a dog belonging to one of the officers by a priest dog, among whom the disease is reported to be very prevalent. A well-known Hongkong resident is at present at Saigon undergoing treatment for supposed hydrophobia.

Prince Rupprecht of Bavaria who is now at Peking has had audience with the Empress Dowager who assured His Royal Highness of her earnest wish that the friendly relations with all the foreign Powers should be maintained. His Royal Highness was afterwards presented to H.M. Kwang Hsu in a smaller chamber. The chief feature of the interview, says the *Peking and Tientsin Times*, was a remark of His Majesty that he would greatly like to travel.

His many friends in the Far East, India, and Australia will read with regret the announcement of the death of Mr. James Malcolm Kent, for many years Chief Engineer in the P. & O. service, and one of the most popular officers therein. Mr. Kent, who was among the kindest of men, was probably the only Irish "Chief" in the Company. He was taken seriously ill on the trip between Singapore and Colombo over a year ago, while "Chief" of the *Chusan*, and had to be invalided home. He never completely recovered, but remained at his brother's house in Wicklow until his death on the 13th February.

The many Hongkong friends and admirers of Mr. Alec Marsh will read with interest the following paragraph from *Sport and Gossip*:—"An intimate friend of mine at home has been to hear Mr. Alec Marsh who is now playing with the Carl Rosa Opera Co. He appeared as Mephistopheles in *Faust*. My letter states: 'He was excellent, acted and sang beautifully and received rounds of applause each time he left the stage, and several times the curtain had to be raised. Truly, he surpassed himself and it was a grand performance.' In the same letter, referring to music, Miss Alice Esly had been singing most beautifully at the Crystal Palace and a duet with Mr. Santley, who by the way is now seventy-four years of age, was a tremendous treat."

It has been said that inland the purchasing value of the dollar has not decreased with the fall of silver. This statement does not seem to be entirely borne out by the facts. The correspondent of the *N. C. Daily News* at Nankin has the following to say on the subject:—"The local market shows a most perceptible decline in the purchasing value of silver. Rents and land values have increased not a little, but this is most likely due to an increased demand for such property owing to the growth of the city. A 'trader' index, however, is to be noted in the increased cost of living measured in silver. This is by no means confined to imported goods, such as cloth, kerosene, etc., but many native staples, as rice, oil, meats of all kinds, tea, etc., show the same advance, though of course to a less marked degree. Wages as yet do not exhibit any corresponding rise, but wage-earners are evidently restless under present conditions, the causes for which few if any of them understand."

Mr. Duberly, the Acting Resident of Pahang, has died of heart disease.

A farewell dinner was given at the Club *Tratonia* at Singapore on the 4th inst. to Mr. Oscar Hube the President of the Club, who left for home by the *Prins Heinrich*.

The railway sleepers and coal which have been bought hitherto in Japan by the Russian authorities for shipment to Port Arthur and for the use of the Eastern China Railway have always been transported in Japanese steamers. It is now reported that the Russian authorities have added to the terms of the contract a condition that the goods should be shipped in Russian steamers.

The discovery has been made that the new U.S. battleship *Maine* is in a badly damaged condition, arising from structural defects at the time of her building. It may be necessary, says a New York despatch, to spend several hundred thousand dollars to make her seaworthy. The discovery is likely to result in a scandal as Press reports are that the officers who accepted her were negligent in so doing. The defects in the *Maine* are having the further effect to prejudice American shipbuilding and may have a great influence on Navy expansion. The opponents of a larger navy have added this discovery to their other arguments against increase.

As we have already announced, the Canadian Pacific Railway Co. have acquired the Elder Dempster Company's steamers operating from Liverpool, Bristol and London, together with the goodwill pertaining to their Canadian steamship business. From the local agency we have received a circular giving particulars of the fleet. Four twin-screw steamers of over 7,000 tons will operate from London; five, ranging in tonnage from 6,870 to 8,552 tons, will run from Liverpool, and five, of between 5,000 and 6,000 tons, will operate from Bristol (Avonmouth). The sailings from Liverpool and Bristol will be weekly on fixed dates throughout the season, and from London fortnightly, thus enabling the Company to guarantee importers a reliable and efficient ocean and rail service.

In connection with the arrest of Wilson, the absconding disbursing officer of Manila, who is now safely in Durban in that city, a joke is told against the Japanese police, which the *Kobe Chronicle* regards as a trifle improbable. "At Yokohama the Japanese police had been apprised that Wilson was aboard the *Athenian*, just arrived, and wishing to prevent any escape of the prisoner, met Wilson and the two United States officers who had charge of him on the deck. The Japanese police had a picture of Wilson and went up to the three, and enquired if they had their man securely ironed aboard ship. Wilson took the photograph, which was a fairly good one, and informed the Japanese police that the man was heavily handcuffed aboard the vessel. The police went on their way perfectly satisfied and also perfectly innocent of the fact that they had been talking to the much-wanted man. No iron was used on Wilson at any time."

THE PUNJOM MINING CO., LD.

The Secretary of the above Company advises us that he has received a telegram from the mines giving the result of preliminary crushing of ore from Swah up to the 9th instant, which gave a yield of 64 ounces of smelted gold for 115 tons of ore, equivalent to 11 dwts. 3 grains per ton, the value being \$2,600.

HEALTH OF HONGKONG.

During the week ended 11th April there occurred 25 cases of plague (22 fatal), of which 2 were Indian and 23 Chinese; and 2 cases of smallpox (1 fatal), both Chinese. On the 10th inst. 4 cases of plague occurred (3 fatal), on the 11th 2 cases (1 fatal), on the 12th and 13th 7 cases (6 fatal). During the 24 hours ended at noon yesterday 7 more cases (4 fatal) were reported. Of these 2 were found damped—1 in Hospital Road and 1 opposite Blue Buildings. The total for the year has now reached 239.

LADIES MOBBED IN SHANGHAI.

On Monday the 5th inst. what might have been a serious affair occurred at Jessfield Village, says the *N. C. Daily News*. It appears that two Misses Campbell and a friend were driving through the village when their horse knocked down a Chinese child, apparently without hurting it. On the way back their carriage was attacked by a crowd of Chinese ruffians, the mafios were beaten and the ladies were dragged out, but a foreigner opportunistly appeared on the scene and dispersed the crowd. He had not done so the consequences might have been very serious. The village magistrate has handed over four men to the police as the ringleaders in the affair.

THE FILIPINOS AND OPIUM.

The Opium Bill presently under consideration by the Philippine Commission is drafted to prohibit the sale of opium to the Filipino people, and to suppress and restrain the sale to all other persons. It is provided that no one except a full-blooded Chinaman may use opium in any way as a narcotic. The act is made necessary by the spread of the opium habit among the Filipinos. The sale of opium to the Chinamen who are in the islands is to be regulated as follows: The act contemplates selling the right to import, prepare for use and sell opium to full-blooded Chinaman, to the highest and best bidder. The consideration for the concession to be paid to the Insular Treasury in monthly instalments. There shall be under the main concession not more than one retail merchant to every two thousand full-blooded Chinamen in any town, provided, however, that each town may have one merchant.

TELEGRAMS.

REUTER'S SERVICE.

THE STRIKE IN HOLLAND.

London, 11th April.
The First Chamber of the States General at an urgent sitting has passed the anti-strike law, which has been sanctioned by the Queen and comes into force immediately.

ILLEGAL COMBINATIONS IN THE UNITED STATES.

London, 11th April.
The United States Court of Appeal has recently decided that the amalgamation of the Northern Pacific and Great Northern railways is an illegal combination; this decision is a great victory for President Roosevelt, who initiated the suit, and completing the estrangement of the great capitalists of his party, is likely to have important political and commercial results.

RESIGNATION OF THE ALGERIAN GOVERNOR-GENERAL.

London, 12th April.
The sudden resignation of M. Revoll, Governor-General of Algeria, on the very eve of President Loubet's visit, has caused embarrassment, though the arrangements for the visit are not thereby modified.

THE AMERICA CUP DEFENDER.

London, 12th April.
The America Cup defender *Reliance* has been launched. She has more beam, and is more "skimmingish" in shape than any previous defender Herreshoff has built.

CORRESPONDENCE.

THE ALLEGED INTERNATIONAL EMBROGLIO IN MACAO.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 14th April.
Sir,—Referring to my letter of the 8th inst., published in your issue of the 10th under the above heading, I am glad to be able to send you for publication the true narrative of the occurrence, which has been kindly furnished to me by the Hon. the Colonial Secretary of Macao. It runs as follows:—"A few English visitors who arrived here by the *Winghai* on Palm Sunday went to the Hotel Internacional (which adjoins Government House). Presumably whilst under the influence of liquor they had a quarrel amongst themselves and a free fight ensued just in front of the Government House. The sentry at the gate interfered and tried to disperse the party, but as they became more and more rowdy they were arrested and sent to the British Vice-Consulate by order of H. E. the Governor. The Consul advised them to conduct themselves properly and released them. Immediately afterwards they returned to the same place and started provoking the sentry, by using bad language and challenging him; thereupon they were again arrested and re-conducted to the British Consul, who after remonstrating with them dismissed them with the advice to return on board the steamer. Soon after, a despatch was forwarded by the British Consul to H. E. the Governor, thanking him for the leniency shown towards the visitors and offering apologies for their misbehaviour."

This is the whole narrative given by the Macao authorities, and I am requested to add that the Colonial Secretary was not present at the time of the occurrence as was alleged in the *China Mail*.
A letter was received by the Colonial Secretary from one of the Englishmen concerned in the embroglio, expressing his deep regret at seeing the account of the affair published in the *China Mail* and repudiating any responsibility for the statements therein contained.

By the insertion of the above your readers will be able to appreciate what actually took place.

Thanking you in advance.—Yours, etc.,

IMPARTIAL.

MADRID DYNAMITARDS.

A New York telegram to a Manila contemporary says:—"The riots in the city of Madrid have culminated in a mysterious catastrophe, in which a large Catholic church has been blown up by dynamite. No one was injured, but the church is a complete wreck. The responsibility for the crime has not been placed, and is surrounded with the deepest mystery. It has had the effect of intensifying the bitter feeling among the parties and greater disorder is expected."

SERIOUS FIRE AT SHANGHAI.

Thirty houses were destroyed and five badly injured by a fire which broke out at Shanghai on the 6th inst. The fire broke out in the Shans Road, close to Peking Corner. The insurance on the affected property amount to more than Tls. 13,000. Nos. 151-155, Shans Road and 151-160, Peking Road are Chinese-owned, but 151-155, Peking Road are the property of Messrs. E. D. Sassoon & Co. Messrs. Lester & Co. own Nos. 1220-40, Peking Road and 156-161, Shans Road. Nos. 140-145, Shans Road are the property of Messrs. Dowdall, Hanson and McNeill, and that firm also owns 1241, Peking Road.
It is some time since there has been a fire of such magnitude in the Settlements, the *N. C. Daily News* says.

THE LILLIPUTIANS.

"THE BELLS OF NEW YORK"

Of all the plays in the repertory of the Lilliputians, there is perhaps none in which they make a better appearance nor in which they are more at home than *The Bells of New York*. Animated to a degree, its action is in sympathy with the galvanic temperament of the youngsters, and, *par consequens*, the piece goes with unabating spirit from the rise to the fall of the curtain. Of the play itself it is unnecessary to speak. *The Bells* has been on the boards long enough for the theatre-going public in all parts of the world to have become thoroughly familiar with it and to have formed their own opinion as to its merit. It abounds in vocal and terpsichorean varieties and is replete with smart Americanisms of the kind that Miss Cora Angelique gives utterance to when, apropos her latest hymeneal venture, she demands "if the came there to be married or to catch cold." From the lips of juveniles these *bons mots* fall with added spiciness, and the laughter is seldom still.

In a company where all claim excellence for their individual performances it is difficult to make selections for the bestowal of especial praises. There are a few, however, who bulk very prominently on the attention of the audience. In the title role Miss Alice Pollard contributed an important share to the success of the evening. She displayed an artistic conception of the part and sang pleasantly, her efforts in the latter direction being responsible for several encores. Miss Daphne Pollard as Cora Angelique was indescribably funny, and those who had seen and enjoyed the little maid's study of the part when the reason first commenced followed her acting last night with a delight no less keen because it was not a new sensation. Another favourite was, of course, Jack Pollard, the eccentric president of the body bearing the weird title of the Young Men's Rescue League and Anti-Cigarette Society of Cokos. The boy made another hit in the part, and won the admiration of all. Miss Lily Moore drew a clever sketch of Harry Brown, the spendthrift son of old Ichabod, and Miss Connie Pollard proved delightful as Fifi, a little Parisienne with a pretty accent and an engaging manner. Master W. Thomas had a difficult task in the part of the polite laundic, but discharged it with credit, as did Master Bindloss the dainties allotted to him. Miss Irene Loftus and Miss Myrtle Trott made an effective combination as Blinky Bill and Maunie Clancy, and gained praise for their dancing, a line in which Miss Ivy Trott also appeared to advantage. "Doc" Smifkins, the father of Cora Angelique, had a good exponent in Master Oscar Heints, and no less praiseworthy were Miss Delvin Brown and Master Edie Macnamara in the role of the Portuguese twins. As Billie Broeze, Master Fred Pollard sang a patriotic song which went exceedingly well and was encored. The remaining parts were suitably filled, and the whole piece was tastefully mounted and dressed.

To-night *The Bells of New York* will be repeated for the last time. To-morrow night and Friday, Audran's greatest work *La Mascotte* will be staged; it has not been played in Hongkong since 1897, when it was last produced by the Pollards. On Saturday afternoon *La Mascotte* will be given as a grand matinee, the curtain rising at 3.30 p.m. sure. On Saturday and Monday nights *A Gaiety Girl* will be reproduced.

ROYAL HONGKONG GOLF CLUB.

QUARTERLY MEETING—MORVEN CUP AND POOL.

The following cards were returned:—

| MORVEN CUP | | |
|------------------------------|-----|-----------|
| Mr. E. E. Deacon | 88 | — 12 = 74 |
| Mr. E. J. Grist | 83 | — 5 = 80 |
| Mr. W. C. D. Turner | 88 | — 15 = 60 |
| Mr. D. C. H. Dalrymple, R.N. | 88 | — 6 = 82 |
| Mr. W. W. Clark | 95 | — 9 = 86 |
| Mr. J. H. Raymond | 108 | — 23 = 86 |
| Mr. J. C. Gray | 103 | — 15 = 88 |
| Mr. W. J. Saunders | 93 | — 4 = 89 |
| Mr. G. Stewart | 93 | — 2 = 91 |

24 entries.

BOGEY CUP.

| | | |
|--------------------------|------|----------------|
| Dr. W. L. Martin | acc. | 9 strokes 2 up |
| Mr. A. Brooke Smith | 15 | — 1 up |
| Mr. E. J. Grist | 4 | — 3 down |
| Mr. W. H. Orlinton, R.N. | 11 | — 5 down |
| Mr. C. P. Chatter | 12 | — 6 down |
| Comdr. W. H. Nichol | 9 | — 6 down |

31 entries.

POOL.

| | | |
|---------------------|-----|-----------|
| Mr. W. H. Martin | 89 | — 12 = 77 |
| Mr. J. H. Raymond | 91 | — 12 = 79 |
| Mr. E. J. Grist | 85 | — 5 = 80 |
| Mr. W. W. Clark | 88 | — 6 = 82 |
| Mr. A. J. Williams | 89 | — 16 = 83 |
| Mr. J. C. Gray | 107 | — 23 = 85 |
| Mr. A. Brooke Smith | 106 | — 20 = 86 |
| Mr. H. M. Boxer | 103 | — 15 = 87 |
| Mr. W. J. Saunders | 103 | — 15 = 88 |
| Mr. G. Stewart | 93 | — 4 = 89 |

27 entries.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Caledonia*, with the most French mail, left Singapore on the 14th inst., at 5 p.m., for this port via Saigon.
The O. & O. steamer *Coptic*, with mails, &c., left Shanghai for this port on the 13th inst., at 10 a.m., and is due here about noon to-day.
The P. & A. steamer *Indrapura* left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 11th prox.
The N.Y.K. steamer *Inda Mari* (European Line) left Shanghai for this port on the 13th inst., p.m., and is expected here to-morrow.
The N.Y.K. steamer *Hiroshima Maru* (Bombay Line) left Kobe via Moji for this port on the 13th inst., p.m., and is expected here on the 19th inst.

RETIREMENT OF MR. A. MACKIE.

FAREWELL PRESENTATION.

Mr. A. Mackie, the retiring Chief Inspector of Police, leaves for home to-day by the P. & O. steamer *Jawa*, accompanied by his wife and one son. Mr. Mackie has a remarkable record of service. Joining the Police Force of the Colony in December, 1871, in which year he was drafted from Leith with a number of other recruits, he has served for a period of 31 years almost without a break, the only time he was absent from duty being on the occasion of a four-months' trip to Australia in 1887. Mr. Mackie attained his first step of promotion in May, 1874, when he was appointed to the rank of sergeant. Five years later he was made a third-class inspector, in 1886 he was appointed to the second class rank, and in 1891 to the first class. After acting as Chief Inspector in 1890 and Deputy Superintendent in 1897, he received the appointment in the latter year of Chief Inspector of Police, the position he has now relinquished. A year ago Mr. Mackie for the second time filled temporarily the office of Deputy Superintendent of Police, which carried with it the duties also of Deputy Superintendent of the Fire Brigade. He was granted the 4th class good conduct medal in 1889, 3rd class in 1893, and 1st class in 1894, in which year he was also awarded the plague medal for exceptionally honourable work during the first epidemic in the Colony. He was commended by his Excellency the Governor, Sir William Robinson, G.C.M.G., for the energy and ability he displayed during the coolie strike in April, 1895, and received the personal thanks of his Excellency the Governor for services rendered in the plague epidemic of 1896. Mr. Mackie gave the Hon. F. H. May, C.M.G., Colonial Secretary (then Captain Superintendent of Police), invaluable assistance in the sitting of the gambling scandal and the reorganisation of the Police Force which followed as a consequence.

After such a splendid record it was fitting that the close of Mr. Mackie's official career, which has never once been disfigured by a "black mark," should be attended by such a ceremony as that in the compound of the Central Police Station yesterday afternoon, when the ex-Chief Inspector of Police was made the recipient of tangible tokens of the esteem in which he is held throughout the force to which he has been such an ornament. The presentation ceremony was performed by Captain F. W. Lyons, Acting Captain Superintendent of Police. Among those present besides Mr. Mackie were Mr. P. J. J. Wodehouse, A.S.P., Mr. J. H. Kemp, Acting Police Magistrate, Mr. C. A. D. Melbourne, First Clerk, Inspectors H. G. Baker, W. Robertson, D. Macdonald, W. L. Ford, W. G. Warneck, and J. G. Gould, Sergeant-Major Lal Singh, and Mr. J. Spooner.

The presents took the form of a gold watch and a silver-mounted walking-stick for Mr. Mackie, a handsome silver tea-service for Mrs. Mackie, and a gold scarf-pin and silver-mounted walking-stick for Master Willie Mackie—from the European members of the Police Force and Magistrates; also a fine silver kettle from the Indian members of the Force. On the watch appeared the inscription: "Presented by the European members of the Hongkong Police and the Magistrates to Chief Inspector A. Mackie on his retirement from the Force: 15th April, 1903." A similar inscription appeared on the tea-service, while that on the kettle presented by the Indian members read as follows: "Presented to Mr. A. Mackie, Chief Inspector of the Hongkong Police, by the members of the Indian contingent as a token of their esteem, on the occasion of his retirement from the Force on the 15th April, 1903."

Captain Lyons, addressing the company, said they had assembled there to offer Mr. Mackie a memento of his services with the Police. The presents had been subscribed for by the European members of the Force together with some European friends of Mr. Mackie, and one of them had been subscribed for by the Indian Police. He noted, he thought, give them the history of Mr. Mackie's career, for it was well known to most of them. Such a long record of service in the Police was, he supposed, unknown, and certainly it was a record in itself. It was with very great regret they had to bid Mr. Mackie good-bye. However, these things would happen and it was a very good thing that he could now retire in the prime of life on a good pension. He would ask Mr. Mackie to accept the souvenirs for himself and his wife, not forgetting the walking-stick for his son—but not to be used on him, he hoped. (laughter). They all wished Mr. Mackie long life to enjoy his pension, and they hoped he would long keep in memory the Hongkong Police. (Applause).

Mr. Mackie in response thanked Captain Lyons for the kind remarks he had made. If he had a record service in Hongkong, he thought he had also got a record present, for he did not remember, during his 31 years' service, anyone being made the recipient of such fine souvenirs, and he thanked them all very much for them. The Police Force had greatly changed since he came out to Hongkong 31 years ago. The compound then was gravel on which they had to drill; now it was cemented and made into nice tennis-courts. The Europeans, and he might say the whole of the Police Force, were on a far better footing as regards pay and comfort than what they were when he arrived. In a Police career it greatly depended upon what one made it, and speaking to the younger members of the Force he would advise them to pay strict attention to all orders and regulations and not be reported for small petty breaches of barracks regulations, for it was a very annoying thing for a young man to

have to attend the defaulters' parade for any small thing. He was sure that any one with an average amount of intelligence had no need to retire from the Police Force here under the rank of Inspector (hear, hear). On behalf of Mrs. Mackie—whom he wished had been present, for she could probably have thanked them better than he could—he could only say that she would be highly pleased with her present. He was sorry in many ways to leave Hongkong, but he wanted a holiday and at his time of life it was scarcely worth while returning to the Police Force. He wished them all good-bye, and he hoped they would all live to earn their pension and enjoy it as it was earned. (Applause). Addressing the Indian members of the Force, Mr. Mackie thanked them for their kindness. He remembered that when he arrived there, and some of the old Lucknow warriors there, and amongst them was Sergeant Dulab Singh, one of the most powerful Indians he ever saw. These men were very much interested when they heard that the others and he came from Scotland—Sir Colin Campbell's country. Dulab Singh worshipped Sir Colin Campbell and always saluted when his name was mentioned. He had taken a great deal of interest in the Indian Force. When he was a young Inspector at Stanley and Shaukwan—they had not so much drill in those days—he used to make it a practice, instead of letting them sleep all the time, to take them out swimming and make them engage in all sorts of athletic sports. With the result that quite a rivalry in those things arose between them and the Chinese, and very few of them had to go to hospital. He thanked them again for their kindness. (Applause).

Captain Lyons afterwards proposed the health of Mr. Mackie and wished him long life, a toast which was cordially drunk. The proceedings ended with three hearty cheers and a "tiger" for Mr. Mackie, led by Captain Lyons.

POLICE COURT.

Tuesday, 14th April.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

A TALE OF TWO "CHITS".
A lady called at the Hongkong Hotel the other day and left the following note for a friend:—

"Dear Mrs. —,
"We shall be very pleased to have tea with you to-morrow, and will come to your room at 4.30.—I am, yours sincerely,"

The Chinese servant who got the note to deliver was struck with a bright idea, so he carefully drafted another "chit," a clumsy forgery of the first, in the following terms:—

"Dear Mrs. —,
"We shall be very pleased to have tea with you to-morrow, and will come to your room at 4.30. Now I hope you learn (I lend) me 60 Dollars, and I will sent back to you to-morrow.—I am, yours, sincerely,"

The lady to whom the message was sent doubted the genuineness of the note that was handed to her, and sent for Mr. H. Haines, the manager of the hotel, who searched the "boy" and found on his person not only the original letter but a number of attempts he had made to copy the handwriting before he was finally satisfied. He was given into custody, and is now "doing time" to the extent of two months.

ANOTHER FRAUD.
Wong Hing, a workman, paid a visit on Monday to Nos. 23, 25, 27, and 29 New Street, and intimated to the occupants that he had come for the purpose of collecting from each floor thirty cents, in return for which the water would be turned on for certain hours during the day. Seven persons paid the amount asked, but an eighth had doubts as to Wong Hing's bona-fides, and summoned a district watchman, who detected the fraud and took it would-be perpetrator to the lock-up.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

A WHIPPING.
The maternal hand can be heavy at times, especially when strengthened by the added weight of the law. A Chinese boy of about ten was found guilty of the unlawful possession of purses which were supposed to have been stolen, and the magistrate ordered him to receive a thrashing from his mother, who was to carry out the operation in charge of the police inspector in charge of the case. The unhappy youth was conducted to a disused cell, where his weeping mother was supplied with a stick to administer the chastigation. She carried out the magistrate's injunction to the letter, albeit her every blow was accompanied by tears on her own part as copious as those of her erring child, whom she fondled tenderly when the stern-faced, dignified inspector had signified that it was his will the flagellation should cease.

JUVENILE ACTORS.

The London School Board authorities are adopting stringent methods in the case of children under the age of fourteen employed in theatres or music-halls. The children who travel with companies receive a four-hour instruction daily from a competent school-master, which is the condition upon which the license is granted. The School Board officials state that they are not satisfied the children receive the necessary instruction. Mr. Bert Coote, the manager of the Princess's Theatre, was interviewed as to remarks of officials on an unfavourable view as to the influence of such employment on young children, said he would use all his influence to prevent the management getting any further license. Mr. Coote has now over 100 children—only five under eleven and the majority over fourteen—engaged with three *Kiddie* and *Wandering* companies touring the theatre and the provinces. "They are happy, well lodged, well fed, and well cared for by a matron," said Mr. Coote. "They come to us puny and white-faced. In a few weeks they so improve in appearance that their own parents hardly recognise them."

THE HONGKONG RIFLE ASSOCIATION.

ANNUAL PRIZE MEETING.

The 21st Annual Prize Meeting of the Hongkong Rifle Association was brought to a close on Monday evening. During the three days covered by the Meeting there was good shooting weather generally with a wind that sometimes proved tricky. G. P. Lammett won the Championship with 301 points as against the 305 which D. Baldwin scored last year when he carried off first honours. R. M. Lloyd was a good second with 300 points. In the All Comers' Competition J. Marshall took first place with 123. On the whole the shooting was good though possibilities were not remarkably frequent. There were rather fewer entrants than was the case last year, 24 competing for the Championship and 17 for the Nurseries. At the conclusion of the shooting on Monday the prizes were presented by the Hon. Secretary, Mr. Mowbray E. Northcote, who had worked indefatigably to promote the success of the Meeting and had an onerous duty to fulfil in making up the scores—a duty which kept him pretty much confined to the Committee Tent during the three days. A Naval Range party was in charge of the register-keeping and the butts. Among the donors of prizes were H.E. Major-General Sir William J. Gascoigne, K.C.M.G., Vice-Admiral Sir Cyprian Bridge, K.C.B., H.E. Sir Henry A. Blake, G.C.M.G., Commodore C. G. Robinson, R.N., Sir Paul Chater, C.M.G., Messrs. J. R. M. Smith, W. B. Dixon, E. R. Bellies, C.M.G., the Ladies' Rifle Association and the Hongkong Rifle Association. In the Ladies' Nomination Competition the prizes were presented by Messrs. Falconer & Co., Kelly & Walsh, William Powell Ltd., Lane, Crawford & Co., Lock Hing, Wong Hing, Brower & Co., and the Dock Co. staff.

Appendix is the prize list:—
CHAMPIONSHIP, 1st STAGE.—Distances 200, 500 and 600 yards. Members only. No. of shots—seven. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

| | 200 yds. | 500 yds. | 600 yds. | Total |
|---------------|----------|----------|----------|-------|
| G. P. Lammett | 34 | 33 | 33 | 100 |
| R. M. Lloyd | 32 | 33 | 34 | 99 |
| R. Lapley | 32 | 30 | 33 | 95 |
| H. Horley | 32 | 29 | 33 | 94 |

RANGE PRIZES—200 YARDS.

| | |
|---------------|----|
| G. P. Lammett | 34 |
| R. M. Lloyd | 33 |
| H. Horley | 32 |

500 YARDS.

| | |
|---------------|----|
| J. H. Pidgeon | 34 |
| G. P. Lammett | 33 |
| R. Stewart | 33 |

600 YARDS.

| | |
|---------------|----|
| R. Stewart | 34 |
| G. P. Lammett | 33 |
| H. Horley | 33 |

CHAMPIONSHIP, 2ND STAGE.—Distances 500 and 600 yards. Members only. No. of shots—ten. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

| | 500 yds. | 600 yds. | Total |
|---------------|----------|----------|-------|
| R. M. Lloyd | 47 | 49 | 96 |
| Serg. Davies | 46 | 48 | 94 |
| G. P. Lammett | 46 | 47 | 93 |
| W. Stackwood | 44 | 49 | 93 |

RANGE PRIZES—500 YARDS.

| | |
|---------------|----|
| J. H. Pidgeon | 49 |
| R. M. Lloyd | 47 |
| R. Stewart | 46 |

600 YARDS.

| | |
|---------------|----|
| R. M. Lloyd | 70 |
| Serg. Davies | 68 |
| G. P. Lammett | 67 |

CHAMPIONSHIP, 3RD STAGE.—Distances 700 and 800 yards. Members only. No. of shots—Ten. Entrance fee 50 cents. Three prizes value 50 per cent. of the entries with \$15 added.

| | 700 yds. | 800 yds. | Total |
|--------------|----------|----------|-------|
| Serg. Davies | 46 | 48 | 94 |
| F. Penning | 47 | 47 | 94 |
| J. Parker | 46 | 48 | 94 |
| P. O. Chase | 43 | 47 | 90 |

RANGE PRIZES—700 YARDS.

| | |
|------------------|----|
| R. Stewart | 49 |
| Col. Serg. Cross | 48 |
| R. M. Lloyd | 48 |

800 YARDS.

| | |
|---------------|----|
| Serg. Davies | 48 |
| P. O. Chase | 47 |
| F. E. Penning | 47 |

CHAMPIONSHIP—GRAND AGGREGATES.

ranges 200, 500, 600, 700 and 800
 No. of shots—Five at each range. 1
 ed entries. Entrance 30 cents per
 200 500 600 700 800
 24 25 24 25 2

NURSERIES.—Distances 200, 500 and 600 yards. Restricted to members other than A Class Shots who joined the Rifle Association on or before 1st April, 1903. No. of shots—seven. Entrance fee 50 cents. Three prizes, value 50 per cent. of the entries with \$15 added.

| | 200 yds. | 500 yds. | 600 yds. | Total |
|---------------|----------|----------|----------|-------|
| J. Andrew | 33 | 29 | 26 | 88 |
| A. H. Bisset | 27 | 26 | 27 | 80 |
| F. E. Penning | 23 | 25 | 30 | 78 |

RANGE PRIZES—200 YARDS.

| | |
|--------------|----|
| J. Andrew | 33 |
| A. H. Bisset | 27 |
| Major Tudor | 26 |

500 YARDS.

| | |
|--------------|----|
| J. Andrew | 29 |
| Major Tudor | 28 |
| A. H. Bisset | 26 |

600 YARDS.

| | |
|------------------|----|
| F. E. Penning | 30 |
| Sapper Robertson | 27 |
| A. H. Bisset | 27 |

ALL COMERS.—Competitions for all comers. Rifles or carbines will take place—simultaneously with the foregoing events at ranges 200, 500, 600, 700 and 800 yards. No. of shots—Five at each range. Unlimited entries. Entrance 30 cents per shot.

| | 200 yds. | 500 yds. | 600 yds. | 700 yds. | 800 yds. | Total |
|-------------------|----------|----------|----------|----------|----------|-------|
| J. Marshall | 24 | 25 | 24 | 25 | 24 | 122 |
| Sub. Krishaji Rao | 24 | 25 | 24 | 25 | 24 | 122 |
| Scinde | 24 | 25 | 24 | 25 | 24 | 122 |
| J. Parker | 25 | 24 | 23 | 24 | 25 | 121 |
| R. Lapley | 25 | 24 | 23 | 24 | 25 | 121 |
| Serg. Davies | 25 | 24 | 23 | 24 | 25 | 121 |

RANGE PRIZES—200 YARDS.

| | |
|--------------|----|
| R. Lapley | 25 |
| Serg. Davies | 25 |

A. J. Pullen, Serg. Griffiths, R. Stewart, Krishaji Rao Scinde, Nalk Mahadeo Rao Deskar—25 all.

500 YARDS.

Serg. Inst. Davies, Subedar Krishaji Rao Scinde, J. Marshall and Jemadar Shauk Imam—25 all.

600 YARDS.

Serg. Griffiths ... 25
J. Parker ... 24
J. Marshall, Krishaji Rao Scinde, Shauk Imam and R. M. Lloyd—24 all.

700 YARDS.

Serg. Davies, J. H. Pidgeon, P. O. Marshall, J. Parker, J. Marshall, Krishaji Rao Scinde, Shauk Imam and Sapper Robertson—25 all (divide 1st, 2nd and 3rd prizes).

800 YARDS.

R. Lapley ... 25
J. Marshall ... 25
A. J. Pullen ... 24

LADIES' NOMINATION.—Open to Lady Members or their Nominces. Distance 300 yards. No. of shots—seven. No entrance fee. Prizes presented.

Mrs. Marshall nominated J. Marshall ... 33
Mrs. Power ... Col. Serg. Cross ... 31
Mrs. Stewart ... Mr. Stewart ... 31
Miss Logan ... Mr. Pullen ... 30
Miss Austin ... Serg. Thornhill ... 29
Mrs. Andrew ... Mr. Andrew ... 29
Mrs. McClay ... S. J. Chase ... 28
Mrs. Stackwood ... Mr. Stackwood ... 28

LADIES' COMPETITION.—Open to Lady Members only. Distance 200 yards. No. of shots—seven. No entrance fee. Two prizes.

Mrs. Leigh ... 25
Mrs. Baker Brown ... 24
Mrs. Grey ... 22
Miss Grey ... 22
Mrs. Tudor ... 19
Mrs. Bryan ... 16

CONSOLATION.—Open to all Members who have not won a prize at this Meeting. Distance 200 yards. No. of shots—seven. No entrance fee. One prize.

Serg. Thornhill ... 33

WEDDING AT SINGAPORE.

Singaporeans in Hongkong will be interested to learn that on the 4th inst. Mr. Henry Luke Coghlan was married to Miss Rosa Emily Smith of Chelmsford (who is a cousin of Mr. G. A. Diss of Hongkong). The *Strait Times* says the wedding was unanimously voted one of the prettiest solemnised in Singapore. About 250 guests assembled in the Cathedral at 4 o'clock, and soon after the bride arrived and was conducted up the aisle by Mr. H. G. Diss, who gave her away. She was dressed in a gown of rich ivory satin (with court train), tastefully trimmed with handsome Venetian lace in abstruse design and draped with *crêpe de Chine*, a long sash falling from the left side of the bodice to the bottom of the skirt fastened with a cluster of orange blossoms. She wore a tulle veil handsomely embroidered in silk over a wreath of the same flowers. The little bridesmaid, Miss Kathleen Diss, looked charming in a pretty frock of white satin with a bonnet consisting of white orioline, quaint Victoria shape, trimmed with white feather and small white roses underneath, fastened with long white chiffon ends. Master Frank Drysdale performed the duties of page. He wore an Old English costume of white satin with pale blue trimmings.

The bridegroom, who is a Lieutenant in and Quartermaster of the Singapore Volunteer Corps, was in the uniform of his Corps and was attended by Lieut. C. M. Phillips, S.V.C., as his best man. Several of the bridegroom's brother officers were present in uniform, including Lieut.-Col. the Hon. A. Murray, V.D., (Commandant S. V. C.), and as the bridal party left the church the officers drew and crossed their swords, under which Mr. and Mrs. Coghlan passed out to their carriage. The reception was held at the home of Mr. and Mrs. Diss at "Barabank" and the happy pair afterwards, off for Teluk Keran.

THE STOCK OF CURRENCY IN HONGKONG.

In Messrs. Ilbert & Co.'s (Shanghai) Market Report of the 4th inst., we find the following remarks on Mr. Taylor's annual report for 1902:—

The Customs Annual Report for 1902 is published, from which it will be seen that imports at moment of landing have increased by Tls. 63,000,000 and export at moment of shipment by Tls. 49,000,000, which hardly bears out the theory that depreciated silver is stimulating exports and curbing imports. The figures regarding silver are interesting, as the net export for the year is stated to be close on Tls. 14,000,000. The Statistical Secretary for the first time draws a distinction between the export of silver and of coined silver, and states that the great bulk of the export consisted of dollars which were shipped to Hongkong; that it is certain that these dollars were not sent abroad from Hongkong, and that they are destined to filter back to the mainland. If this is the case the stock of currency must be very much more plentiful in Hongkong than it is in any of the Treaty ports; both here and in the North, silver is getting rather scarce. Customs statistics are valuable mainly for purposes of comparison; we have seen that there has been a large net export of silver last year as against a considerable net import in former years; it is not stated why it is expected that silver will filter back from Hongkong in the future than in the past, nor is there any means of estimating what quantity of silver filters into or filters out of China.

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PLAGUE CASE FROM HONGKONG.

The following is from the *Bangkok Times*:—Bangkok must be considered lucky in having kept plague out all these years. A case of genuine bubonic plague was discovered on a Bangkok-bound steamer on 24th ult., and probably that is the nearest the danger has come to the port so far. Fortunately the Medical Officer of Health happened to be on board himself, returning from his trip to Hongkong, and it is satisfactory to know that there is no danger of the disease being introduced into the town from that case. The *Phra Chom Klao* left Hongkong for Bangkok on the 17th ult., having on board some 40 or 50 Chinese deck passengers. When the vessel was nearing the bar on the afternoon of Tuesday of that week, Dr. B. Campbell Highet was informed that a Chinese coolie was ill. He visited the man, and found a well developed case of bubonic plague. The man was evidently dying then and he died a few hours later, when the vessel was lying outside the bar. All his few belongings were taken and wrapped round the body, which was only slightly buried in the sea. Dr. Highet then directed that the *Phra Chom Klao* should cross the bar with the tide and go up to Paknam. On arriving there the European passengers were allowed to land, and Dr. Highet sent the quarantine officer with the steamer back to Koh Kai, where she will stay till it is seen if there is any danger of further cases of plague developing. The coolies have been landed on the island.

The other day there was a suspicious death on board the *Loosoh*, and in view of the whole circumstances we understand that quarantine will be re-established at Koh Kai forthwith. With regard to the fatal case on the *Phra Chom Klao* there seems little doubt that the man had the germs of the disease when he came on board at Hongkong.

MINING DEVELOPMENTS.

The correspondent of the *N.-C. Daily News* at Nankin writes:—

There is reason to think that mining operations on a large scale will soon be opened up in the south-eastern portion of this province, in which extensive concessions have been obtained by three foreign syndicates, two English and one German. An experimental shaft sunk for coal near Tatung on the river bank has proved a failure, as bed rock was struck two hundred feet down, and nothing more. Another shaft is now being drilled some six miles from the river, with what result has not yet been heard.

The mineral deposits of the south-eastern part of the province are of unquestioned value. Besides coal and iron, the chief deposits, the prospecting has been good also for copper, quicksilver, lead, silver, antimony, and gold. A mine for the last-named metal, worked in the Ming dynasty, is likely soon to be reopened, and with modern methods should give a rich return. For some weeks recently the interests of the London and China Mining Syndicate were represented here by Sir John Lister Kaye, Bart., and Mr. A. Hespeler, M.E. The latter gentleman will soon start for a several months' prospecting and surveying tour of the mining regions.



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Hongkong, 14th February, 1903.

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Hongkong, 10th February, 1903. [542]

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Hongkong, 2nd December, 1902. [82]

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FURNISHED completely, with possession from 1st May, semi-detached SIX-ROOMED HOUSE, No. 2, GOMES VILLAS, Des Voeux Road, Kowloon. Cool and breezy. Facing Kowloon Bay. May be inspected by appointment.
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Care of Daily Press Office.
Hongkong, 25th March, 1903. [938]

TO LET.

OFFICE, Airy and Commodious, No. 3, QUEEN'S BUILDING, 3rd FLOOR.
Apply—
ON THE PREMISES.
Hongkong, 30th March, 1903. [987]

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Hongkong, 2nd April, 1903. [1046]

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1st Floor of No. 49, PEARL STREET.
GODOWN No. 32A, PRATA EAST.
Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 6th April, 1903. [1073]

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL.
Apply to—
G. GIRAULT.
Hongkong, 3rd January, 1902. [72]

TO LET.

N^os. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st January, 1903. [73]

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Apply to—
C. S. L.,
Care of St. Queen's Road Central.
Hongkong, 16th March, 1903. [854]

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Hongkong, 27th November, 1902. [80]

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N^os. 12 and 14, QUEEN'S ROAD CENTRAL. Entrances by Zetland Street.
Hongkong, 3rd March, 1903. [700]

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European Supervision. Excellent Cuisine and Accommodation.
Apply—
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Macdonnell Road;
or
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Hongkong, 2nd March, 1903. [681]

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Hongkong, 14th February, 1903. [52]

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2, Connaught Buildings,
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"HARTLEY," STONY BROOKE, and "INGLEWOOD," RICHMOND ROAD.
Apply to—
LAU CHU PAI,
Care of A. S. Watson & Co., Ltd.
Hongkong, 7th March, 1903. [150]

TO LET.

N^o. 3, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th April, 1903. [1108]

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P.,
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TO LET.

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Care of Daily Press Office.
Hongkong, 14th April, 1903. [1143]

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THE PUNJON MINING COMPANY, LIMITED.

TO LET.

NOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaufield Arcade, Victoria, Hongkong, on Wednesday, the 8th day of April, 1903, the following Resolution was passed:—
That the final CALL of FIFTY CENTS per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Call to be paid to the Company at their Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 8th day of May, 1903.

And NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 9th day of May, 1903, at the rate of 5% per annum, upon all Calls remaining unpaid after the said 8th day of May, 1903, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Banker's Receipt for payment of the Call, together with the Certificate of the Shares, in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate.

By Order of the Board of Directors,
W. KERFOOT HUGHES,
Secretary.
Hongkong, 9th April, 1903. [1190]

WANTED.

A SKILLFUL TYPEWRITER.
Apply by letter, stating terms, to—
B.,
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Hongkong, 14th April, 1903. [1141]

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RAYNIER'S PERIL,
A ROMANCE OF THE NORTH-WEST FRONTIER.BY
BERTRAM MITFORD

(Author of "The Ruby Sword," "Sign of The Spider," "The Word of the Sorcerer," &c.)

CHAPTER VI.
THE VICTIM.

The effect of his mere name upon his prisoner answered the robber chief's own question, nor had the latter any reason to feel disappointed over the result of his reception. The wretched trader's countenance became ghastly, and his mouth fell open, while the perspiration oozed from him at every pore. He would almost as soon have fallen into the power of the Enemy of mankind.

"Murad Afzal Sahib, take what I have and enjoin me to depart," was all he could articulate, stammering.

"Murad Afzal laughed, and a harsh, evil laugh it was. He was a fine-looking man, tall and with good features which their predatory look, and the savage sound which would cloud them upon very slight provocation.

"Tell me, fat dog," he said, "Canst thou name one of thy sort who fell into my hands and came forth again?"

The trader fairly howled with terror, for this was just where his position came home to him. If there was one thing for which this Murad Afzal and his band were known and dreaded it was for their absolute mercilessness. More was for their absolute mercilessness. More was for their absolute mercilessness.

"True, there were some who had come forth alive, but so heavily maimed and shattered that they had better have been dead, and with a will to take to flight or to die, than to be tortured and maimed.

Indeed such a scourge had these freebooters become, that strong pressure was brought to bear upon the chief of the Gularzi, and in the result these outrages had ceased, in recognition of which prompt compliance Mahmood Mushin Khan had been invested by the Indian Government with the title of Nawab—somehow to the contempt of these fierce mountaineers, as we heard them express it.

With all of this was the unfortunate Hindu so well acquainted that he would never have dreamed of trusting his person or possessions to these mountain soldiers, but that he, like others, was under the impression that Murad Afzal had taken himself and his depredations clear away to the territory of some other potentate, and the possibility of that redoubtable outlaw taking advantage of the advent of a new Political Agent to break out afresh had escaped him altogether.

Now under the direction of their chief the freebooters were rifling the packs—and at first found not much in them, for they were for the most part stuffed out with dummy matter, to convey the idea that their owner had done so, but a trade as not to be worth plundering.

But everything that could possibly conceal a coin was promptly laid open by the expeditious process of a blow with a stone hammer or the slash of a talwar, and soon a goodly pile of rupees lay heaped up, ready for division. Murad Afzal grinned with delight.

"God is good," he said, rubbing his hands. "The spoils of the infidel had he delivered to the true believer. Yet, O fat pig, it is not enough. Ha! not enough."

"Not enough? But it is my all, Sirdar Sahib, yes, my all," groaned the trader. "Wah! wah! I am poor, and have not the wherewithal to start life afresh."

"It is not enough," repeated the other, the glitter of his eyes and the full meaning of his tone becoming terrible in its significance. "Ten thousand rupees must be added to it."

"Ten thousand—! How can I find such a sum, Sirdar Sahib, I who am but a poor man? I have not a tenth of it."

"Now art thou blowing up the fire which shall consume thy own limbs, yet slowly, thou fool dog. Wait, thou shalt taste how it feels."

At a signal the prisoner was seized and bound. The white others were heating an old gun-barrel in a fire which had been kindled when they first halted. Then they brought it towards him. At the sight the miserable wretch uttered a loud scream of terror and despair.

"Sneak loner, pig," jeered Murad Afzal. "There is none to hear thee save these rocks, and they are accustomed to such sounds. Ha! ha!"

The miserable man struggled frantically promising to pay anything if they would refrain from torturing him. But the lust of cruelty now awakened in these ferocious natures would not be allayed, and the hot iron was laid hissing to the thigh of their victim, whose frenzied and agonising yells rang in deafening and blood-like echoes from the surrounding rocks, grim and pitiless as though rejoicing in the act of savagery upon which they played down. Then Murad Afzal, too experienced in such matters to prolong the agony unduly, made a sign that it should cease.

"How liketh thou that, pig?" he said. "Did not thy fat frizzle? I have a mind to send a slice of it to the swine-eating Feringhi at Mazama. Did it hurt, the kiss of the hot iron? Yet that was but the beginning. How would it feel lasting the whole day. Think, for thou wilt now have a little time."

It was the hour of prayer, and now the whole band, with their shoes off, and their chuddas spread on the ground, facing in the direction of Mecca, were going through the prescribed prostrations and formulae of the Moslem ritual. Ibrahim the mullah, a little in front of the rest, led the devotions, intoning each strophe in a nasal, droning key, the others, ranged behind him in rows, now kneeling, now rising, responded somewhat after the manner of the recital of a litany, but perhaps to an out-of-the-world, the absolute and whole-hearted devoutness of their demeanour would have constituted the strangest part of it. Not a shadow of compunction had they for the hideous act of barbarity in which they had a moment ago indulged, and

which they would almost certainly repeat. Why should they indeed? What was the agony of an infidel dog more or less to them or to their cause? Why the very cries of such must be a music in the ears of the latter. So they continued laying this brick in the edifice of their salvation, and having concluded, resumed their wines and turned their attention once more to their victim.

The latter, the while, had been thinking, if haply some hope of rescue might not occur to him. The Sahib had known of his presence, for he himself had given him permission to travel under his protection. Would he not mislead him, and as a consequence, order a body of men to ride back to his rescue? These would assuredly come upon the scene of his capture and follow upon his tracks. But—would they? The Levy Forces were drawn from the same region and were of the same faith as his captors, of whom they would know the strength and resource, and with whom they would certainly avoid engaging in a fight on behalf of such a man as this. In bestowing the expected *dastar* upon the Sahib's chuprassi, wherefore these would infallibly take care that no suspicion of his disaster should reach their master's ears. Further, was it not a matter of absolute certainty that rather than allow his rescue Murad Afzal would give orders for his throat to be cut from ear to ear? No—there was no hope—not a ray.

"Think we again of the rupees," began Murad Afzal. "I am moved to require double the amount now, but Allah is merciful, and shall I be less so? I will be content with ten thousand. Wherefore, O dog, thou shalt write, and deliver to Ibrahim, our brother—who is holy and learned—a letter which shall cause those who guard the fruits of thine avarice and usury to pay over to him that sum. Yet think not to write aught that shall render this void, for Ibrahim is learned as well as holy, and can read in many tongues. Further should he not return to us—thine own fate shall be even as though thou wert already writhing in the lowest depths of Jolana."

"It were better, Sirdar Sahib, that I myself travelled to Mazama to procure it, for our people are distrustful of strangers."

Murad Afzal laughed evilly.

"But we are doubly so," he said. "So thou wouldst fair face forth thyself? Ha! ha! then how long would it be before we beheld thee again, or one single one of the ten thousand rupees?"

"Why, as soon as I could collect them, and to do that I would spare no pains, no trouble, Sirdar Sahib, although it would leave me a poor man, and in debt for life," replied Chand Lal, eagerly thinking, poor fool, that his jailer was going to set him free on a slender security as his bare word. But the shout of laughter that went up from all who heard quickly undeceived him.

"Who, having a caged bird of value, turns that bird loose to stretch his wings in the hope that it will return to its cage?" said the chief. "Thou art to us a caged bird of value, thou eater of money—wherefore we keep thee until thou hast no further value. Show him—!" he added, turning to his followers.

In obedience to this somewhat mysterious mandate, one of them turned and dived into a cleft, producing therefrom an object which he gleefully unrolled, and held up before the gaze of the horrified captive—and well indeed might the latter quake, for it was the skin of a man.

It had been most dextrously taken off. Face, head, ears—everything in fact. Staring at the horrid thing, Chand Lal felt his very marrow melt within him.

"See," said Murad Afzal. "He did not die, even then. He lived to taste of fire and boiling oil." And the rest of the band laughed like fiends, but the wretched Hindu covered his face as he shook.

"Well mayest thou tremble," went on his pitiless tormentor. "For should Ibrahim return without ten thousand rupees, or not return at all, by the setting of the third sun, thine own skin shall dry beside that one."

The victim uttered a loud cry.

"The third sun! Why, Sirdar Sahib, that will be impossible. I can never have so much money collected in so short a time. Make it the sixth sun."

Murad Afzal consulted a moment with his followers. Then he said:

"Allah is merciful, and so, too, will I be. I will say then by the setting of the fifth sun after this one. Yet try not to play us any false trick, thou dog, for it will be useless, and for what it will mean to thyself, look on yonder and be assured," and as though to emphasise the chief's words, he who held the horrible human skin shook it warningly and suggestively in the face of the thoroughly terrified hostage.

The Political Agent, having dined well in his evening camp, was going over some official papers by the light of the tent lamp.

"h. Sun Singh," he said, looking up as a chuprassi entered, "what became of that trader who was with us? I didn't see him when we first camped."

"Huzoor, he is camped just below the Sowars' tents, I believe."

"Yes? You may go," and the official resumed what he was doing, without further thought for the luckless Chand Lal, who certainly was not where the lying chuprassi had said.

(To be continued.)

OWNERS OF HOUSES situated in the Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their premises LIME WASHED and CLEANSED in accordance with law, are reminded that the period during which the work should be finished ends on the 31st day of April, 1903, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to STAMP OUT PLAGUE, it is determined to RIGOROUSLY PROSECUTE any owner in default after the above named date.

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of the Robinson Road and includes Tin Shui Tai, Yuenai, Mong Kok Tai and Sham Shui Po.

By Order of the Board,
G. A. WOODCOCK,
Secretary.
Sanitary Board Office,
Hongkong, 1st April, 1903. [1023]

CHEONG SHING.
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(Opposite Messrs. C. J. GAUFF & CO.).
Hongkong, 16th February, 1903. [539]

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf are, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

| ORIGIN | VESSEL'S NAME | FLAG & REG. | BERTH | CAPTAIN | FOR WHICH IT APPLIES TO | TO BE DESPATCHED |
|--------------------------------------------------|-------------------|-------------|-------|----------------------|-----------------------------|-----------------------------|
| LONDON & ANTWERP, VIA SINGAPORE, &c. | JAVA | Brit. str. | 2 m. | G. W. Gordon, R.N.R. | P. & O. S. N. Co. | To-morrow, at 10 A.M. |
| LONDON, &c., VIA PORTS OF CALL. | BALLAARAT | Brit. str. | 2 m. | F. R. Summers | P. & O. S. N. Co. | On 25th inst., at Noon. |
| LONDON | HYSON | Brit. str. | 2 m. | | BUTTERFIELD & SWIRE | On 26th May. |
| LIVERPOOL VIA MARSEILLES | PINGBURY | Brit. str. | 2 m. | | BUTTERFIELD & SWIRE | On 26th May. |
| LIVERPOOL VIA GENOA | AGAMEMNON | Brit. str. | 2 m. | | BUTTERFIELD & SWIRE | On 26th May. |
| MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, &c. | INABA MARU | Jap. str. | 2 m. | W. Beinbridge | NIPPON YUSEN KAISHA | On 17th May. |
| MARSEILLES, &c., VIA PORTS OF CALL. | TONGIN | Brit. str. | 2 m. | Schultz | Messageries Maritimes | On 18th inst., at Daylight. |
| MARSEILLES & LONDON | DEUCALION | Brit. str. | 2 m. | | BUTTERFIELD & SWIRE | On or about 23rd inst. |
| MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, &c. | HITACHI MARU | Jap. str. | 2 m. | J. Campbell | NIPPON YUSEN KAISHA | On 28th inst. |
| MARSEILLES, LONDON & ANTWERP | JASON | Brit. str. | 2 m. | | BUTTERFIELD & SWIRE | On 28th May. |
| MARSEILLES & ANTWERP | TANFALUS | Brit. str. | 2 m. | | BUTTERFIELD & SWIRE | On 28th inst., at Daylight. |
| BREMEN, VIA PORTS OF CALL. | SACHSEN | Ger. str. | 2 m. | | BUTTERFIELD & SWIRE | On 28th May. |
| HAVRE & HAMBURG | KONIGSBERG | Ger. str. | 2 m. | Franko | MELCHERS & CO. | To-day, at Noon. |
| HAVRE, BREMEN & HAMBURG | SAMBIA | Ger. str. | 2 m. | Mayer | HAMBURG-AMERIKA LINIE | To-morrow. |
| HAVRE & HAMBURG | SERBIA | Ger. str. | 2 m. | Schmidt | HAMBURG-AMERIKA LINIE | On 23rd inst. |
| HAVRE & HAMBURG | SEGOVIA | Ger. str. | 2 m. | Rebhelmann | HAMBURG-AMERIKA LINIE | On 5th May. |
| HAVRE & HAMBURG | STRASBURG | Ger. str. | 2 m. | Brehmer | HAMBURG-AMERIKA LINIE | On 19th May. |
| HAVRE & HAMBURG | SUEVIA | Ger. str. | 2 m. | Boeck | HAMBURG-AMERIKA LINIE | On 2nd June. |
| TRIESTE, &c., VIA SINGAPORE, &c. | FRANZ FERDINAND | Aus. str. | 2 m. | Mittelsch | HAMBURG-AMERIKA LINIE | On 16th June. |
| NEW YORK, VIA PORTS & SUEZ CANAL | RICHMOND CASTLE | Brit. str. | 2 m. | | DUNDEE & CO., LTD. | To-morrow, P.M. |
| NEW YORK, VIA PORTS & SUEZ CANAL | PENBROOKSHIRE | Brit. str. | 2 m. | | SEWELL, TOMES & CO. | About 20th inst. |
| NEW YORK, VIA PORTS | NUBIA | Ger. str. | 2 m. | von Hoff | HAMBURG-AMERIKA LINIE | On 30th May. |
| MANZANILLO, MEXICO & SAN FRANCISCO, &c. | CHINGWON | Brit. str. | 2 m. | Parkinson | J. S. VAN BUREN | On 25th inst., at Noon. |
| VANCOUVER, VIA SHANGHAI, &c. | EMPERESS OF INDIA | Brit. str. | 2 m. | | CANADIAN PACIFIC R. CO. | On 22nd inst., at Noon. |
| VANCOUVER, VIA SHANGHAI, &c. | TARTAR | Brit. str. | 2 m. | A. Dixon | CANADIAN PACIFIC R. CO. | On 6th May. |
| VICTORIA (B.C.) & TACOMA VIA JAPAN | KESWICK | Brit. str. | 2 m. | | DUNDEE & CO., LTD. | On 17th inst. |
| VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c. | KAGI MARU | Jap. str. | 2 m. | Gao And-tsun | BUTTERFIELD & SWIRE | On 18th inst. |
| POINTELAND, OREGON | INDRAVILLI | Brit. str. | 2 m. | W. E. Craven | NIPPON YUSEN KAISHA | On 21st inst., at 4 P.M. |
| AUSTRALIAN PORTS | TAIYUAN | Brit. str. | 2 m. | | PORTLAND & ASIATIC S.S. CO. | On 20th inst. |
| AUSTRALIAN PORTS | YAWATA MARU | Jap. str. | 2 m. | | BUTTERFIELD & SWIRE | On 21st inst. |
| AUSTRALIAN PORTS | AUTRELIAN | Brit. str. | 2 m. | Helms | NIPPON YUSEN KAISHA | On 24th inst., at 4 P.M. |
| KOBE & YOKOHAMA | CHINA | Aus. str. | 2 m. | Mosca | SEWELL, TOMES & CO. | On 6th May, at Noon. |
| KOBE & YOKOHAMA | MALACCA | Brit. str. | 2 m. | A. F. Street | P. & O. S. N. Co. | On 17th inst., P.M. |
| KOBE & YOKOHAMA | KAGOSHIMA MARU | Jap. str. | 2 m. | K. Kori | NIPPON YUSEN KAISHA | On or about 18th inst. |
| KOBE & YOKOHAMA | KINSHU MARU | Jap. str. | 2 m. | F. L. Pyne | NIPPON YUSEN KAISHA | To-morrow, at Daylight. |
| KOBE & YOKOHAMA | SADO MARU | Jap. str. | 2 m. | S. J. G. Parsons | NIPPON YUSEN KAISHA | On 17th inst., at 4 P.M. |
| KOBE & YOKOHAMA | TSINAN | Brit. str. | 2 m. | H. Fraser | BUTTERFIELD & SWIRE | On 24th inst., at Daylight. |
| NAGASAKI, KOBE & YOKOHAMA | KARU MARU | Jap. str. | 2 m. | | NIPPON YUSEN KAISHA | On 22nd inst., at Noon. |
| TIENTSIN | KWEIYANG | Brit. str. | 2 m. | | BUTTERFIELD & SWIRE | To-morrow. |
| CHENGTOO, NAGASAKI & VLADIVOSTOK | SAVOIA | Ger. str. | 2 m. | Deinat | HAMBURG-AMERIKA LINIE | To-day, at Noon. |
| SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA | BAKEM | Ger. str. | 2 m. | H. Bloeker | MELCHERS & CO. | Quick despatch. |
| SHANGHAI | YANGTSE | Brit. str. | 2 m. | | BUTTERFIELD & SWIRE | To-day. |
| SHANGHAI | KIANG | Brit. str. | 2 m. | | BUTTERFIELD & SWIRE | On 17th inst. |
| SHANGHAI | SINGAN | Brit. str. | 2 m. | | BUTTERFIELD & SWIRE | On 18th inst. |
| SHANGHAI, KOBE & YOKOHAMA | CALEDONIAN | Brit. str. | 2 m. | | BUTTERFIELD & SWIRE | On or about 20th inst. |
| SHANGHAI | BENGAL | Brit. str. | 2 m. | A. L. Valentini | P. & O. S. N. Co. | On or about 25th inst. |
| TAMU, VIA SWATOW & AMOY | DAIGI MARU | Jap. str. | 2 m. | T. W. Groves | OSAKA SHOSHEN KAISHA | On 2nd inst. |
| AMOY, VIA SWATOW & AMOY | MAIZURU MARU | Jap. str. | 2 m. | T. Suito | OSAKA SHOSHEN KAISHA | On 17th inst., at Daylight. |
| FOOCHOW, VIA SWATOW & AMOY | AMING MARU | Jap. str. | 2 m. | I. Goto | OSAKA SHOSHEN KAISHA | On 17th inst., at 11 A.M. |
| AMOY & TAMSUI | HAIDONG | Brit. str. | 2 m. | Gibson | DOUGLAS LAFRAIK & CO. | On 18th inst., at 4 P.M. |
| SWATOW, AMOY & FOOCHOW | THALES | Brit. str. | 2 m. | Holmes | DOUGLAS LAFRAIK & CO. | On 18th inst., at 10 A.M. |
| MANILA | LOONGSANG | Brit. str. | 2 m. | Weigall | JARDINE, MATHESON & CO. | On 21st inst. |
| MANILA | ROHILLA MARU | Jap. str. | 2 m. | E. P. Bishop | TOYO KISEN KAISHA | On 25th inst., at 10 A.M. |
| MANILA DIRECT | ZAFIRO | Brit. str. | 2 m. | R. Rodger | SHEWAN, TOMES & CO. | Quick despatch. |
| MANILA | TAIYUAN | Brit. str. | 2 m. | | BUTTERFIELD & SWIRE | On 25th inst., at 10 A.M. |
| KUDAT & SANDAKAN | RUBI | Brit. str. | 2 m. | R. W. Almond | SHEWAN, TOMES & CO. | Quick despatch. |
| SINGAPORE, PENANG & CALCUTTA | BORNEO | Ger. str. | 2 m. | Muller | MELCHERS & CO. | On 18th inst., at Noon. |
| SINGAPORE, COLOMBO & BOMBAY | NAMHANO | Brit. str. | 2 m. | Geo. Payne | JARDINE, MATHESON & CO. | On or about 18th inst. |
| BOMBAY, VIA SINGAPORE & COLOMBO | PEKIN | Brit. str. | 2 m. | C.R. Longdon, R.N.R. | P. & O. S. N. Co. | On 21st inst., at Noon. |
| | HIROSHIMA MARU | Jap. str. | 2 m. | J. Nagao | NIPPON YUSEN KAISHA | |

SHIPPING.

ARRIVALS.
April 12, DEARWALL, Swedish barque, 1,270, A. P. Larsson, Fremantle 18th December, Sandalwood.—JARDINE, MATHESON & CO.
April 12, PAOTING, British str., 1,972, Onswell, Shanghai 9th April, General.—BUTTERFIELD & SWIRE.
April 13, KWONGSING, British str., 1,427, Lake, Shanghai 10th April, General.—JARDINE, MATHESON & CO.
April 13, VERONA, German str., 3,038, H. N. Spiesen, Moji 8th April, Coa.—B. H. KAISHA.
April 14, CANTON, British str., 1,110, D. F. Lawrence, Swatow 13th April, General.—JARDINE, MATHESON & CO.
April 14, CHINA, Austrian str., 3,855, F. Mosca, Trieste 6th March, General.—SANDER, WIELER & CO.
April 14, EMPRESS OF INDIA, British steamer, 3,001, O. P. Marshall, R.N.R., Vancouver 24th March and Shanghai 11th April, Mail and General.—P. & O. S. N. Co.
April 14, HAILONG, British str., 753, Gibson, Tamsui 9th April, Amoy 11th and Swatow 13th, General.—DOUGLAS LAFRAIK & CO.
April 14, HONGKONG, French str., 750, A. Suzzani, Huiphong, Pakhoi, Hoihow and Kwangchauwan 15th April, General.—A. J. MARTY.
April 14, JAV., British steamer, 2,631, G. W. Gordon, R.N.R., Shanghai 11th April, General.—P. & O. S. N. Co.
April 14, LOONGSANG, British str., 1,090, G. S. Weigall, Manila 12th April, General.—JARDINE, MATHESON & CO.
April 14, LUTHERON, German str., 1,298, Th. Lehmann, Shanghai 9th April, General.—SIEMSEN & CO.
April 14, SACHSEN, German str., 3,118, W. Franko, Yokohama 4th April and Shanghai 11th, Mail and General.—MELCHERS & CO.
April 14, TSURUGISAN MARU, Japanese str., 2,559, T. Nakasaki, Kuchinotzu 9th April, Coa.—M. B. KAISHA.
April 14, TYE, Norwegian str., 1,718, D. L. Danielsen, Longuy 14th April, Coa.—EAST ASIATIC TRADING CO.
April 14, YONRYAMA MARU, Jap. str., 1,939, H. Yamamoto, M. 31st April, Coa.—ORDRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
15th April.
Catherine Apoor, British str., for Singapore, Chitwen, Chinese str., for Shanghai.
Fidjij, Norwegian str., for Hoihow.
Glancus, British str., for Singapore.
Hatching, British str., for Jesselton.
Hainan, British str., for Swatow.
Kohichang, German str., for Bangkok.
Maclew, German str., for Swatow.
Maitzura Maru, Japanese str., for Swatow.
Ompenter, British str., for Penang.
Taisang, British str., for Shanghai.
DEPARTURES.
15th April.
CATHERINE APOR, British str., for Calcutta.
CHITWEN, Chinese str., for Shanghai.
CROSTON, British str., for Shanghai.
GLAUCUS, British str., for London.
HAINAN, British str., for Swatow.
KWANGTAH, Chinese str., for Canton.
MACLEW, German str., for Swatow.
PAOTING, British str., for Canton.
TAISANG, British str., for Shanghai.
TYE, Norwegian str., for Canton.

VESSELS IN DOCK.

14th April.
ABERDEEN DOCKS.—Sabine Rickmers.
KOWLOON DOCKS.—Kinshan, Compania de Filipinas, Hyades, Montana, Huo, Canton River, H.G.M.S. Jaguar, Formosa, Rohilla Maru, Lennex.
COSMOPOLITAN DOCKS.—Chingwo, Fathion.
SHIPPING REPORTS.
The French steamer *Hongkong*, from Haiphong, Pakhoi, Hoihow and Kwangchauwan 13th April, had moderate easterly breeze and fine, hazy weather.

The German steamer *Verona*, from Moji 8th April, had foggy weather till Turnabout Island, then strong N.E. monsoon till Lamock Island, and fine weather.

The British steamer *Hailong*, from Tamsui, Amoy and Swatow 13th April, had thick fog in Formosa Channel, fresh S.E. gale south of Amoy; hazy weather but fine to port. Vessels in Amoy—*Glancus*, *Chitwen*, *Formosa* and *Kinshan*. In Swatow—*Yokohama*, *Fathion*, *Zing*, *Sanp*, *Canton*, *Looch*, *Sihuan* and *Taitai*.

VESSELS ON THE BERTH

FOR CHEFOO, NAGASAKI AND VLADIVOSTOK.

THE Steamship

"SAVOIA".
Captain Deinat, will be despatched for the above ports TO-DAY, the 15th inst., at Noon.
This steamer has superior accommodation for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hankow Office.

Hongkong, 7th April, 1903. [1000]

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT & SANDAKAN.

Being engaged at through rates to
TAWAO, LAHAD DATU and LABUAN.

THE Company's Steamship

"BORNEO".

Captain Muhi, will be ready to load for the above ports TO-MORROW MORNING, the 16th inst.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 13th April, 1903. [1128]

SAFETY.

SPEED.

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"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

1903

R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 22nd April.

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 6th May.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 13th May.

R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 27th May.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 3rd June.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 24th June.

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 15th July.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 22nd July.

R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 5th Aug.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 12th Aug.

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 9th January, 1903. [280]

NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND

YOKOHAMA,

FOR

VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

| Steamer. | Captain. | Tons. | Sailing Date. |
|----------|-------------|-------|---------------|
| TACOMA | A. Dixon | 2,812 | April 17th |
| HYADES | Geo. Wright | 3,753 | May 5th |
| SHAWMUT | W. M. Smith | 9,606 | May 21st |

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities of the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,

GENERAL AGENTS.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAFETY.

SPEED.

PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

1903

R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 22nd April.

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 6th May.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 13th May.

R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 27th May.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 3rd June.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 24th June.

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 15th July.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 22nd July.

R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 5th Aug.

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D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 9th January, 1903. [280]

TOYO KISEN KAISHA

MANILA

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM
NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

| OUTWARDS. | | |
|--------------------------|-------------|----------------|
| FROM | STEAMERS | TO |
| GLASGOW and LIVERPOOL... | "KEEMUN" | On 17th April. |
| GLASGOW and LIVERPOOL... | "PATROCLOS" | On 24th April. |
| GLASGOW and LIVERPOOL... | "CALCHAS" | On 30th April. |
| GLASGOW and LIVERPOOL... | "HYSON" | On 7th May. |
| GLASGOW and LIVERPOOL... | "AJAX" | On 14th May. |
| GLASGOW and LIVERPOOL... | "ANTENOR" | On 21st May. |
| GLASGOW and LIVERPOOL... | "PELEUS" | On 28th May. |

| HOMEWARDS. | | |
|-----------------------------|-------------|----------------|
| FOR | STEAMERS | TO |
| LIVERPOOL via MARSEILLES... | "PINGSUEY" | On 18th April. |
| MARSEILLES and LONDON... | "DEUCALION" | On 25th April. |
| MARSEILLES, LONDON and... | "JASON" | On 12th May. |
| ANTWERP... | "AGAMEMNON" | On 17th May. |
| LIVERPOOL via GENOA... | "PANTALUS" | On 21st May. |
| MARSEILLES and ANTWERP... | "PATROCLOS" | On 28th May. |
| LONDON... | "HYSON" | On 9th June. |

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO |
|-----------------------------------|----------|----------------|
| VICTORIA, SEATTLE, TACOMA, and... | "KEEMUN" | On 18th April. |
| all PACIFIC COAST PORTS, via... | "AJAX" | On 26th May. |

The S.S. "KEEMUN" left Singapore on the 12th inst. a.m., and is due here on the 17th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

[10-12]

CHINA NAVIGATION CO.
LIMITED.

| FOR | STEAMERS | TO |
|----------------------------------|------------|----------------|
| SHANGHAI... | "HANGCHOW" | On 15th April. |
| TIENSIN... | "KWEIYANG" | On 16th April. |
| SHANGHAI... | "KUKIANG" | On 17th April. |
| SHANGHAI... | "SINGAN" | On 18th April. |
| SHANGHAI... | "TAIYUAN" | On 21st April. |
| MANILA... | "TAIYUAN" | On 21st April. |
| THURSDAY ISLAND, COOK'S BAY,... | "TAIYUAN" | On 21st April. |
| CAIRNS, TOWNSVILLE, BRISBANE,... | "TAIYUAN" | On 21st April. |
| BANE, SYDNEY & MELBOURNE) | "TAIYUAN" | On 21st April. |
| KOBE... | "TEINAN" | On 30th April. |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

[11]

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

| PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION | | |
|-------------------------------------------------------|---------------|------------|
| STEAMERS | SAILING DATES | |
| * SACHSEN | WEDNESDAY | 15th April |
| * KIAMTSCOU | WEDNESDAY | 29th April |
| * BAYERN | WEDNESDAY | 13th May |
| * ZIETEN | WEDNESDAY | 27th May |
| * STUTTGART | THURSDAY | 11th June |
| * ROON | THURSDAY | 25th June |
| * PREUSSEN | THURSDAY | 9th July |
| * HAMBURG | THURSDAY | 23rd July |
| * PRINZ HEINRICH | THURSDAY | 6th August |

ON WEDNESDAY, the 15th day of April, 1903, at Noon, the Steamship "SACHSEN," of the Norddeutscher Lloyd, Captain Franks, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Monday, the 13th April. Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 14th April, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 14th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed 120 lbs. in weight. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOHRS & CO., AGENTS.

[15]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

| PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION. | | |
|---------------------------------------------------------|------------------------------------------------------------------------------|----------------------------------|
| STEAMERS | DESTINATIONS | SAILING DATES |
| KAGOSHIMA MARU | KOBE and YOKOHAMA | THURSDAY, 16th Apr. at DAYLIGHT. |
| KINSHU MARU | KOBE | FRIDAY, 17th Apr. at 4 P.M. |
| F. L. Pyne | MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | SATURDAY, 18th Apr. at DAYLIGHT. |
| INABA MARU | BOMBAY, via SINGAPORE and COLOMBO | TUESDAY, 21st Apr. at NOON. |
| HIROSHIMA MARU | VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA | TUESDAY, 21st Apr. at 4 P.M. |
| KAGA MARU | NAGASAKI, KOBE and YOKOHAMA | WEDNESDAY, 22nd Apr. at NOON. |
| KANAGAWA MARU | KOBE and YOKOHAMA | FRIDAY, 24th Apr. at DAYLIGHT. |
| S. J. G. Parsons | SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | FRIDAY, 24th Apr. at 4 P.M. |
| YAWATA MARU | MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID | SATURDAY, 2nd May, at DAYLIGHT. |
| HITACHI MARU | | |

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road. A. S. MIHARA, Manager.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA OF JAPAN, MOJI, KORE and YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON
"INDRAVELLI" 4,399 W. E. Craven April 20, 1903
"INDRAPURA" 4,399 A. E. Hollingsworth May 14, 1903
"INDRASAMHA" 5,197 H. P. Craven June 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 31st March, 1903.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN."

OF THE NORDDEUTSCHER LLOYD.

Captain H. Blocker, due here with the out-

ward German Mail about THURSDAY, the

18th inst. a.m., will leave for the above places

about 12 1/2 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 13th April, 1903.

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA."

Captain Mosca, will leave for the above place

on FRIDAY, the 17th inst. a.m.

For Freight or Passage, apply to

SANDER WELER & CO.,

Agents.

Hongkong, 10th April, 1903.

REGULAR

STEAMSHIP SERVICE TO NEW

YORK.

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE

PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"RICHMOND CASTLE" About 20th April.

"FRIDE" " " 5th May.

"SAGAMI" " " 23rd May.

For Freight and further information, apply to

DODWELL & CO., LD.,

Agents.

Hongkong, 6th April, 1903.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS—POSTES FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, BOMBAY, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON or about THURSDAY, the 23rd April,

the Company's Steamship "TOKIN,"

Captain Schmitz, with Mails, Passengers, Specie

and Cargo, will leave this Port for

MARSEILLES via COLOMBO with

the S.S. "Vile de la Ciotat," which vessel takes

on her Passengers and Mails, leaving that

port on or about the 22nd May, direct to Suez,

Port Said and Marseilles.

Cargo and Specie will be registered for London

as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon

only on Wednesday, the 22nd April. Specie and

Parcels received until 4 P.M. on the same day.

Parcels are not to be sent on board; they

must be left at the Agency's Office. Contents

and Value of Packages are required.

For further particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 9th April, 1903.

THE PENINSULAR AND ORIENTA

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL,

AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"BALLABARAT."

Captain F. R. Sammers, carrying His Majesty's

Mails, will be despatched from this Port for

Bombay, on SATURDAY, the 26th APRIL, at Noon,

taking passengers and cargo for the above

ports.

Silk and Valuables, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London; other

cargo for London, &c., will be conveyed via

Bombay with transhipment.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

bills of lading.

For further particulars, apply to

E. A. HEWITT,

Superintendent.

Hongkong, 13th April, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. Austin, R.N.

DAILY Departure from Hongkong to

Macao at 8 A.M., from Macao to Hong-

kong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant),

\$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Stevedores, \$1.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central

Market, at Macao, C.M.S.N. Company's

Wharf.

For Freight, &c., apply to

SAM WANG & CO., LD.,

Agents.

81, Queen's Road Central,

Hongkong, 25th February, 1903.

[849]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL."

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s.s. Himalaya.

From Calcutta, ex s.s. Japan.

From Persian Gulf, ex s.s. B. I. S. N.

and B. & P. S. N. Co.'s steamers.

Goods not cleared by the 16th inst. at 4 P.M., will be subject to re-^t.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the God-

downs for examination by the Consignees and the Company's representative at an appointed

hour. All Claims must be presented within

ten days of the steamer's arrival here, after

which date they cannot be recognised. No

Claims will be admitted after the Goods have

left the Godowns.

E. A. HEWITT,

Superintendent.

Hongkong, 9th April, 1903.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby inform-

ed that all Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

at Kowloon, whences and/or from the wharves

delivered may be obtained.

A General Average Bond lying at the office

of the Underwriter, has to be signed and a

deposit paid before delivery of cargo can be

obtained.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 10th April, 1903.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"NAMSANG."

having arrived, from the above Ports, Con-

signees of Cargo are hereby informed that their

goods will be delivered from alongside.

Cargo impeding the discharge or remaining

on board after 4 P.M., the 15th inst., will be

landed at Consignees' risk and expense into

Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 10th April, 1903.

HONGKONG ICE COMPANY, LIMITED.

FROM 1st MAY NEXT, until further

notice, the retail price of ICE will be

TWO CENTS—PER POUND. Rates for

One Ton and upwards, supplied to shipping,

direct from the Works will remain as formerly.

Cold Storage rates on application.

WM. PARLANE,

Manager.

Hongkong

